

# Technology in Rural Transportation

A recent study documented more than eighty proven, cost-effective, “low-tech” solutions to rural transportation needs, most developed or implemented by local transportation professionals. One of these solutions is outlined below:



Learn all about the simple solutions on the Internet at <http://inform.enterprise.prog.org>

The simple solutions report is available from Hau To at (503) 892-2533, or email: [to@crc-corp.com](mailto:to@crc-corp.com)

## Building Bicycle-Friendly Roadways with “Bicycle Boulevards”

<b>Overall goal:</b>	To modify several streets in Berkeley, California to make them more attractive to cyclists of all skill levels, without repaving or widening the roads (in other words, without building additional bike lanes).
<b>Technical approach:</b>	A bicycle boulevard is defined as “a roadway that has been modified as necessary to enhance bicyclists’ safety and convenience.” In deciding how to create bicycle boulevards, the City of Berkeley staff and consultants worked together with the public to develop a set of basic tools that are to be used on the development of all bicycle boulevards, as well as site-specific strategies. The site-specific strategies are used in combination with the basic tools as is deemed appropriate for the individual roadway. The strategies and basic tools together form the Bicycle Boulevards toolbox.
<b>Current status:</b>	The system is in place and operational.
<b>Location / geographic scope:</b>	Seven streets in Berkeley, California have been selected for conversion to Bicycle Boulevards.
<b>Agencies involved:</b>	Berkeley Transportation Commission, City Council, Berkeley Planning Department.
<b>Cost information:</b>	Varies, depending on the number of streets to be modified and the extent of the modifications. However, the site-specific strategies include many low-cost suggestions such as pavement markings, tree-filled medians and improved signage.
<b>Key contacts:</b>	Rochelle Wheeler, Project Manager, 510.705.8131.
<b>Have goals been achieved?</b>	Yes. The City of Berkeley has succeeded in developing an approach that will help to make bicycling in the city safer. Additionally, the plan provides cost-



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## Solution timeline:

effective alternatives to the actual design / build of new bicycle lanes.

Planning for the project began in January 1999. Starting in September 1999, public hearings were held to gather suggestions and ideas for the toolbox. The City Council is expected to approve the final plan in spring of 2000.

